

August 29, 1989  
R-6570-YYB-2376

To:	M. Babich	62-15
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	C. Cherberg	62-15
	T. Frees	93-03
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	G. Scherck	8J-55
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Subject: Incident Report of August 28, 1989 at Kent-Benaroya

- (1) Kirksite Furnace Spill
- (2) Bulging 55 Gallon Drum

Rich Bloss, Capital Assets Administrator for Boeing Support Services Surplus Property Disposition, informed us that the subject (1) Kirksite furnace had originally belonged to the Hammer Shop at Plant II, located in the 2-10 Building at the North end. They have been trying to dispose of the Kirksite furnace for the last year. Due to the size of the equipment and new laws governing operations of that type, they were unable to find a buyer.

Surplus decided to send the furnace back to Plant II reclamation yard who refused it and returned it to Kent Benaroya. Surplus, in turn, wanted to send it to a landfill, but due to its size determined that this was not practical.

Surplus then decided to remove the brick and sell the residual metal. Mr. Bloss wanted to be assured of what exactly was in the furnace. For this reason the furnace was tipped over and a bowl was removed revealing stained bricks.

Due to the concern of possible chemical contamination, they called for a chemical analysis. This all occurred Friday, August 25, 1989. In asking why Boeing Commercial Airplanes Renton Environmental Engineering was not notified until Monday, August 28, 1989 as they felt the response did not constitute an environmental issue at that time. On Friday, August 25, 1989 Gary Scherck, Boeing Aerospace Chemist and Rich Bloss discussed whether or not the Hazmat team should be involved. The decision was made to not call.

Three days later, at approximately 1:10 p.m. on August 28, 1989 the Renton Division Environmental Engineering group was notified that a Kirksite furnace had spilled lead and lead compounds onto the pavement at Kent Benaroya. The spill was

caused by Facilities Services, under the direction of Rich Bloss.

On the same day, at approximately 1:15 p.m. Gary Scherck of Boeing Aerospace notified Environmental Engineering of a bulging 55 gallon drum at the Hazardous Waste Accumulation area located West of the 7-48-03 Building at Kent Benaroya.

Environmental Engineering arrived at Kent Benaroya at approximately 2:10 p.m. We were informed that a Boeing employee had taken it upon himself to vent the drum by opening the bung cap. The drum was labeled "Empty", although it was indeed half full of an unknown liquid. A sample was taken and we are awaiting the analysis. In the meantime we left the drum in the accumulation area over a containment sump and labeled it "Hold for Analysis."

In respect to the Kirksite furnace, we reviewed the area at 2:30 p.m. Approximately 20 sq. ft. of pavement was covered with brick, rubble, powder, metal scraps, and 4x4 pieces of wood. The furnace also contained brick and more dust. A determination was made by Gary Scherck to have two Hazmat members enter the area in level C suits with breathing apparatus to clean the area. The Hazmat members were to place the debris into open top drums and then cover the area and the furnace with tarp. Then with the assistance of a forklift driver they would stand the furnace upright and cover the opening in case of rain.

At approximately 2:55 p.m., Ted Frees of the Renton Hazmat team was notified. He decided to send two members and a supervisor from the second shift Hazmat team. The team then notified Renton Safety who agreed with the decision to suit up in Level C suits. We then left for Boeing Aerospace to obtain the lab analyses.

The analyses showed various lead compounds in existence with concentrations between 16.88% and 100.04% using EPA method 3050. At approximately 4:50 p.m. we returned to Kent Benaroya.

The Renton Hazmat members were on the scene and suiting up. We notified Chief Marv Berg of the City of Kent Fire Department that we had a Kirksite furnace which contained various compounds of lead some having spilled onto the pavement and that we had members of our Hazmat team suited up and ready to clean up the spilled material. Chief Berg advised that we "were more than capable of handling the spill on our own" and "were not in need of his presence." Therefore, we continued with the clean up.

We instructed the team to shovel up as much of the material as possible and then cover the area with a tarp. We returned to Renton where Mike Babich, Manager, Environmental

Engineering, was in consultation with CH2M Hill to determine if this was a reportable spill.

Based on the definition according to SARA and CERCLA it was decided that this was not a reportable spill because nothing had been released to the environment. The spill occurred on an impervious surface (pavement) and it was felt that there was no significant release to the air. We felt that we had done all we possibly could and terminated the incident at approximately 6:45 p.m.

The following definition comes from 40CFR302.2:


"'Release' means any spilling, leaking, pumping, pouring, emitting, emptying, discharging, injecting, escaping, leaching, dumping, or disposing into the environment, but excludes (1) any release which results in exposure to persons solely within a workplace, with respect to a claim which such persons may assert against the employer of such persons..."

In a follow-up meeting the next day, August 29, 1989, Ted Frees, Warren Christensen, Jenette Ramos and Yvette Barnett of the Hazmat team all returned to the site to evaluate the work. The area had been satisfactorily cleaned up and covered.

This incident is a Plant II problem, therefore, they should be responsible for clean-up of the waste generated from that site. A memo will be distributed indicating decisions reached.

If there are any questions please contact the undersigned.

  
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